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## SOVIET MARITIME FLEET MEETS 1950 PLAN; CONTINUES EXPANSION

PLAN COMPLETED DESPITE SHORTCOMINGS -- Moscow, Morskoy Flot, No 2, Feb 51

The maritime fleet completed the 1950 plan 102 percent both for tons and ton-miles, and maritime ports successfully completed the 1950 plan for processing freight. During the postwar Five-Year Plan the volume of freight shipped increased 7 66 percent in tons. Labor productivity and utilization of the maritime transport fleet improved: one ton of carrying capacity carried 90 percent more in 1950 than in 1940, and for ports, the average daily norm for freight operations increased 29 percent over 1940 and 1990 percent over 1946. During the postwar period the technical facilities of the ports increased considerably, and processing of freight increased by 42 percent over 1940. The proportion of mechanized-freight processing amounted to 88 spercent in 1950, as against a prewar figure of 66 percent.

The successes of the maritime fleet in 1950 would have been considerably greater if all of the shortcomings still existing in the operation of the fleet, ports, plants, and construction projects had been fully eliminated. A fundamental shortcoming in operations during 1950 was the uneven fulfillment of the state plan by enterprises and organizations of the maritime fleet.

Despite the fact that the over-all plan for carrying and for port operations was fulfilled, there are many ship lines and ports which did not sa plete the year plan. The Far Eastern and Sakhalin ship lines completed the plan for ton miles only, and the Kamchatka-Chukot Ship Line did not meet any of the indexes. The Northern Ship Line did not complete the plan for tonmiles, and the Murmansk Line failed to meet any index.

Various ports 'Riga, Tallin, Feodosiya, Osipenko, Kholmsk, Uglegorsk) did. not complete the year plan.

Industry of the maritime fleet, while achieving an increase in gross production in comparison with the prewar period, is still not satisfying fully the requirements of the fleet in regard to all types of ship repair. Industrial enterprises completed only 95 percent of the 1950 plan, and the greatest lagging was in medium and capital-reconstruction repair of the fleet.

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Fulfillment of the 1950 plan for construction, and particularly of housing, was exceedingly unsatisfactory.

In 1951, maritime freight carrying is to increase by 9 percent overh1950°() for tons and by 8 percent for ton-miles; ports must handle all percent more freight than in 1950. Gross production of industry should increase 15 percent, including a 25-percent increase for ship repair.

Despite the fact that layovers of tonnage have been continually reduced and, in comparison with the prewar period layovers per 1,000 tons of freight handled have been reduced by more than 50 percent, the absolute quantity of delays continues to be exceedingly large, and comprises about 25 percent of the total time the ships spend in ports.

Moscow, Morskoy Flot, No 1, Jan 51

On the whole the maritime fleet is still not satisfying the growing demand of the country for freight carrying. Turnover expersonnel is still high, and there are frequent cases of infringements of state and labor discipline, as well as cases of infringements, causing accidents and unproductive delays of ships and machinery, of various statutes. During the first half of 1950 of ships and machinery, of various statutes. During the first half of 1950 alone, the maritime fleet spent 6,347 ship-days in unproductive layovers. Duralone, the same period the dry-cargo fleet wasted 2,929 ship-days waiting for docking, warehouses, ship orders, freight documents, and crews, and because of defects in ship machinery.

Moscow, Morskoy Flot, No 3, Mar 51

Unproductive layovers per 1,000 tons of freight processed were reduced in 1950 in comparison with 1949 by 4 percent for the dry-cargo fleet and by 20.6 percent for the tanker fleet.

However, the absolute amount of these unproductive layovers remains exceedingly high. In the ship lines of the Far East unproductive timeswasted amounts to 33 percent of the total time spent by ships in port.

In 1950 unproductive layovers amounted to 12,186 ship-days for the Ministry of Maritime Fleet as a whole. Waiting for docking took 3,537.0 ship-days.

The maritime fleet must reduce unproductive layovers in 1951 by 35 percent.

SPECULATES ON SIZE OF SOVIET MERCHANT FLEFT -- Goteborg, Svensk Sjöfarts Tidning, No 44, 2 Nov 50

The German shipping periodical Hansa estimates the Soviet tanker fleet at 193,226 tons. The USSR also has two floating factories (whaling), totaling 27,730 tons. On the basis of the incomplete information after the war, Hansa estimated the total prewar fleet at 1.6 million gross tons. As the first postwar Five-Year Plan set out to double the merchant tonnage, Hansa now figures on a USSR merchant fleet of 3 million gross tons, although some Western observers figure on 4 million gross tons by the end of 1950, and 6 million gross tons by the end of 1952.

SWEDES LAUNCH TANKER FOR USSR -- Stockholm Svenska Dagbladet, 17 Dec 50

On 16 December 1950, AB Norrköpings Varv och Verkstad launched another tanker ordered by the USSR. The vessel has a displacement of 1,255 tons call will have a crew of about 30. The shippard has a sister ship ready and will deliver another two Russian ships in early 1951.

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DIESEL ELECTRIC TANKER FOR CASPIAN -- Moscow, Morskoy Flot, No 11, 1 Nov 50

The negligible lipped tanker General Azi Aslanov has arrived at Baku. The ship outfitted at the Sormovo Shipyards, is the first diesel electric ship on the Caspian Sea.

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